

ABSTRACT OF THE DISCLOSURE

A drive train (24) of a motor vehicle with a front engine (2) and rear-wheel or all-wheel drive, in which a gear input shaft (26) from a drive technical point of view is connected to a front engine (2) and a gear output shaft (38) is connected via a longitudinal drive shaft (61) to the rear axle gearbox and in which gear wheels (27, 28; 29, 30; 31, 32; 33, 34) meshing with one another are arranged on the gear shafts, wherein for every gear transmission ratio, one gear wheel is arranged in a torsionally stationary manner on the gear shaft (26), while the respectively other gear wheel is pivotably seated on another gear shaft (38) and via coupling mechanisms (25, 35) can be connected to the gear shaft (38) that is assigned to the idler wheels (28, 30, 32, 34). In order to implement a cost effective gearbox with very compact dimensions, the design is constructed so that the gear input shaft (26) and the gear output shaft (38) have such an offset (a, b) in relation to one another that both of the shafts (26, 38) are not aligned coaxially to one another.